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The China Mail

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1918
Indian
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2 1/2 h.p. 3 1/2 h.p. and 5 h.p.
ALEX. ROSS & CO.
Machinery Dept.
Phone 37.

No. 17,168. 號八廿月五年八十壹百九千壹英 HONGKONG, TUESDAY, MAY 28, 1918. 午戌次歲年七國民華中 PRICE \$3.00 Per Month.

THORNE'S
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NOTICE.
ANY EUROPEAN Non ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 12 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NORTH BRITISH & MERCANTILE
INSURANCE CO.
WHICH ARE THE HEAD OFFICES OF
THE OCEAN MARINE INSURANCE
COMPANY, Ltd.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.
TOTAL FUNDS at 31st DECEMBER, 1914,
£23,970,367.
I—Authorized Capital £3,000,000.
Subscribed Capital £2,500,000.
Paid-up Capital £2,437,500.
II—Fire Funds £3,837,047.
III—Life & Annuity Funds £17,967,560.
Sinking Fund Account £128,530.
£23,970,367.
Revenue Fire Branch £2,381,466.
Life and Annuity 2,141,583.
Revenue Marine Department 337,239.
Other Receipts 478,946.
£5,339,234.
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN, TOMES & CO.,
Agents.

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAYS
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12 Noon Every 15 minutes.
12 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
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Season and punch tickets available for
all cars not already full, running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
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Notes or by Cheque or Compro order
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JOHN D. HUMPHREYS & SON,
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HONGKONG-MACAO LINE.
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From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).
Further information may be obtained at the Company's Office, Hotel Mansions,
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FROM \$15 PER ANNUM, DELIVERED FORGAY
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CHINA MAIL OFFICE.

THE WAR.

TO-DAY'S TELEGRAMS

(Reuter's Service to the China Mail.)

THE WESTERN FRONT.
HEAVY SHELLING.
London, May 28.
Field-Marshal Sir Douglas Haig reports:—
The French repulsed a raid northward of Bailloul. Shelling was reported on the night of the 25th at Villers Bretonneux, which was heavy, consisting of gas-shells. The enemy this morning heavily gas-shelled westward of Hinges.
AERIAL WARFARE.
BRITISH AVIATORS GIVE ENEMY NO REST.
London, May 28.
Field-Marshal Sir Douglas Haig, reporting on aviation, says:—
Flying was only possible during fine intervals on the 25th. We dropped over 800 bombs on billets in the neighbourhoods of Arrmentieres and Merville, an ammunition dump at Varsenare and on the Bruges docks. We brought down nine machines and drove down two out of control. No British plane is missing. Our night-fliers dropped over six tons of bombs on Peronne, Dapaume and Maricourt. All our machines returned.

THE FRENCH FRONT.
ENEMY RAIDS REPULSED.
London, May 28.
A French communiqué states:—
There was fairly great reciprocal artillery firing in Hagard Wood, south of the Aves.
An enemy raid, after a lively bombardment of our posts in the Orville-Sorel sector, produced no result. Enemy attempts in Champagne and the Vosges also failed. Our patrols and detachments took prisoners, notably in the region of Arlette.
INTENSE BOMBARDMENTS ON WIDE FRONT.
DO NOT NECESSARILY HERALD RESUMPTION OF OFFENSIVE.
London, May 28.
Reuter's Correspondent at British Headquarters, telegraphing to-day says:—
Since last evening the enemy's artillery fire has markedly increased in various places. Villers Bretonneux, the Scarpe Valley, Auceonvillers, Englebeline, Mailly, Maillet and Martinstun have been bombarded by gas and high explosive shells. There were also prolonged outbursts of intense gunfire from Festubert to the Yser. During the afternoon the uproar lulled. There is no reason to assume that the bombardments herald an imminent resumption of the offensive. No enemy raids were successful in the main purpose of getting prisoners and identifications. A diary found on a prisoner reveals the loss our airmen are inflicting on the enemy. It mentions, inter alia:—
"Two non-commissioned officers and 14 soldiers were killed by an English bomb near Lestrem." The incessant machine-gunning by our airmen on routes along which the enemy troops and transport have to move has also proved very deadly.

THE ITALIAN FRONT.
AMERICAN TROOPS TO CO-OPERATE.
New York, May 28.
Mr. Baker, the War Secretary, has announced that the American troops would soon be co-operating with the fighting on the Italian Front.

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Keep in touch with local happenings
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FROM \$15 PER ANNUM, DELIVERED FORGAY
CAN BE MAILED TO ANY ADDRESS FROM THE
CHINA MAIL OFFICE.

SWEEEPING THE SEAS.
DECISIVE RESULTS SECURED.
DAMAGED SHIPPING RESTORED TO SERVICE.
Paris, May 28.
In the Senate, the Minister of Marine, in the course of a statement, said the new engines which the Allies were using to sweep the seas had enabled them to secure decisive results since January. During April Great Britain and the United States alone built 40,000 tons of shipping in excess of enemy sinkings. There had been a considerable increase of damaged shipping restored to service during the last four months. In England the tonnage thus restored exceeds half-a-million tons weekly, while last week the total touched 598,000 tons. Similarly France had regained 280,000 tons in one month. There are indications that the destroyed enemy submarines in May will show a very much better total than in April.

NEW FIELD FOR GERMAN SUBMARINES.
ADMIRALTY PREPARED.
London, May 28.
In connection with the sinking of the German submarine cruiser, the Naval Correspondent of Lloyd's Weekly says: In view of the unhealthiness of the British waters for enemy submarines, which have caused a marked decline in the morale of the submarine crews, the Germans have concentrated their efforts on more distant lines of communication and may be expected to appear in the neighbourhood of Gibraltar, the coast of Spain, the vicinity of the Seilles and the South Atlantic. The sinking of a submarine cruiser shows that the Admiralty is prepared for this development.

MEXICO AND CUBA.
DIPLOMATIC REPRESENTATIVES WITHDRAWN.
EXISTENCE OF A TENSION.
London, May 28.
A curious situation has arisen between Mexico and Cuba, which have mutually withdrawn their diplomatic representatives, but apparently without formally rupturing relations. The Mexican Foreign Minister admits that tension exists owing to the steps taken by Cuba in consequence of a state of war affecting Mexican interests, but hopes the matter will be cleared up and the solidarity of Latin America maintained.

SINN FEIN PLOTS.
AMERICA DENOUNCES THEM.
New York, May 27.
Newspaper editorials, notably in the New York World and the New York Herald, declare that the British statement regarding Sinn Fein plots amply justifies the action taken. The papers condemn the treasonable attitude of the Irish-Americans towards the United States in assisting Sinn Feiners. Any person believing Germany to be any kind of a friend to Ireland, except the kind it has shown itself to be of Russia and Rumania, should be put in a "strait jacket."

INTIMATIONS

HONGKONG CLUB.
NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the LARGE DINING ROOM, on FRIDAY, the 31st May, 1918, at 8.30 p.m.

Business.—To confirm the Resolution passed on the 18th inst. as posted in the Hall of the Club.

By Order
E. DES VUEUX,
Secretary.
Hongkong, May 17, 1918. 431

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATTHEWS & CO., LTD., on THURSDAY, the 30th May, 1918, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 25th April, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from Friday, the 24th May, to Thursday, the 30th May, 1918, INCLUSIVE.

By Order of the Board of Directors.
W. S. BROWN,
Secretary.
Hongkong, May 18, 1918. 438

CARVALHO & CO.

WE Have This Day appointed Mr. EDWARD JOSEPH VORONHA to be the Manager of our Firm and have authorized him to Sign our firm Name, per procuration.

CARVALHO & CO.
Hongkong, May 25, 1918. 454

DAIRY FARM NEWS.

JUNKET

A most delicious wholesome Food easily prepared.
We supply Rennet Tablets.

DEVONSHIRE CREAM.

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Central Location.

ALL KITCHENS TRAPS Pass Entrance, Electric Light, Fans and Lighting, European Baths and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.

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We use the highest grade of materials in their Manufacture.

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- 7300 Punjab March Band
- 7301 Plash of Steel March
- 7302 The Whistler and His Dog (Descriptive)
- 7303 Oh, you Women (Humorous March)
- 7183 Under the Palms
- 7184 Blue Eyes
- 7297 Jamie's Patrol
- 7298 Merry Musicians March
- 7187 Rock of Ages
- 7188 Nearer my God to Thee

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INTIMATIONS

G. R.
NOTICE.

ON and after the 1st June, CAP ROCK and WAGLAN will exhibit their Proper Lights, from sunset to sunrise.

C. V. BECKWITH,
Commander R.N.,
Harbour Master, &c., &c., &c.
Harbour Department,
Hongkong, May 25, 1918. 480

HONGKONG GENERAL CHAMBER
OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on TUESDAY, 4th June, 1918, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the Undersigned as early as possible.

By Order,
A. R. LOWE,
Acting Secretary.
Hongkong, May 27, 1918. 483

WANTED.

A HOUSE of 5 or more Rooms on the Upper Level. Immediate possession. Apply stating terms to—
YOKOHAMA SPECIE BANK, LTD.
Hongkong, May 25, 1918. 481

WANTED.

TWO MARINE ENGINEERS with Shop experience to act as Work-shop Foremen, also a Foreman Marine Boiler-Maker and a Foreman Ship Carpenter to take up duties in Shanghai. Address all communications to—
X. Y. Z.
C/o "CHINA MAIL" Office.
Hongkong, April 10, 1918. 319

GET ACQUAINTED

with the World Famous

MAMA "I Talk" DOLL

the Dollie with the Human Cry.

Mama Dolls are equipped with Steel Heads and Steel Legs and are positively unbreakable, yet no heavier or more costly than ordinary dolls.

The faces of Mama Dolls are colored with non-poisonous paint, making them safe for the smallest child to play with.

GRACA & CO.,
No. 10, Wyndham Street,
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SANTAL
CAPSULES

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Sold in Packets of
10 & 20 Cigarettes & in
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MAGNUMS

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OBTAINABLE AT ALL STORES.

MARINE ENGINEERS.

THE PRESIDENT'S ADDRESS AT
INSTITUTE MEETING.

Captain Richard H. Green, R.D.C., the newly elected President, in the course of his address to the members of the Institute of Marine Engineers recently, said:—I am very sensible of the great honour you have done me by electing me your President for the current session. I feel it not only for myself, but because I see in it a recognition on your part that London is still considered an engineering port, and, as a member of the old establishment at Blackwall Yard, I am very proud that you should have offered the Thames engineers so high a compliment. We have become no longer constructors, but reconstructors, and I venture to think that the technical problems which we are facing every day as repairers of ships and their engines and boilers are no slight test of our skill as marine engineers.

The raising of sunken vessels has long been a speciality of Messrs. Fletchers, though we have also had a good deal of experience in the same line. No branch of marine engineering offers more interesting problems and I look back to some of my happiest days spent down the river, working in all seasons of the year.

I need not say that since war broke out some of our staff have gone through some exciting times when engaged on this class of work in the Downs, subjected to aerial attacks from enemy aircraft during the operations.

The size of modern steamers has made the work of repairing quite an important branch of naval architecture, as the collision or grounding of one of these big vessels opens up very extensive structural considerations.

Turning to the engineering side, I think most of your older members will look back without regret to their earlier experiences in repairing engines. The constructors of those days, or their draughtsmen, never seemed to consider the possibility or probability of ever having to repair their handwork, and all who have grooved their way down old-fashioned shaft tunnels, either to survey or draw tail shafts, can appreciate the modern ship's spacious tunnel and after chambers, where it is possible to handle your gear.

AN ENGINEERING TRAIT.

Quite an interesting engineering feat has been the fitting of ship's engines in order to remove or repair the engine seat. Big tank tops without raising the

engines out of the ship. A number of cases of this kind have been most successfully dealt with, engines from 3,000 h.p. to 4,000 h.p. having been lifted.

The methods vary somewhat according to size of engine and design of ship, but usually a heavy timber gantry is built over the engine, the weight being taken by legs fitted each side, and continued through the double bottom on to the dock bottom. The engine is then slung from the lifting screws by means of chain slings. To the heads of the lifting screws which pass through a strong timber beam on the gantry are fitted ratchets on ball bearings, and by these means the whole weight is lifted and lowered, blocks being fitted underneath the engine on the rise and removed on the lowering. This method has proved most successful and avoided the much larger job of lifting the engines out of the ship.

With regard to boilers, repairs are continuous and heavy, and one of the difficulties is as a rule, the very limited amount of time at the disposal of the repairer, the work generally having to be carried out while the ship is discharging and loading cargo, and therefore having one or more of her boilers under steam all the time.

The repairing trade in London justifies our claim to be still considered as an important marine engineering port, where the largest and most intricate jobs can be successfully undertaken. I would suggest to this Institution of Marine Engineers that they could materially assist us in taking some sort of interest or even supervision of the engineering apprentices now at their trade in the port. It has been a matter of considerable difficulty for us employers in the past to

ensure a proper educational standard for our boys while they are going through the shops.

The Education Authorities have gradually grown aware of the necessities of this class of student, but I have always felt that an institution of this sort might very beneficially interest itself in supervising and examining the rising generation of marine engineers, and I respectfully suggest that your executive take this matter into their serious consideration.

I cannot conclude my address, without paying my tribute to the profession of marine engineers who throughout the war have shown such splendid examples of self-sacrifice and devotion to duty. Be they Royal Naval Engineers or members of the Mercantile Marine, they have one and all been subjected to the perils of the war at sea, and one and all have without exception splendidly upheld the tradition of the British race of devotion to duty, even to the sacrifice of life.

MONKEY FROM MAN.

In the course of a lecture on the origin of man, Professor F. Wood Jones, at King's College, told his audience that they need not necessarily suppose that the "missing link" was a phase between the anthropoid ape and man.

He would much rather get people to believe that in looking at a monkey or anthropoid ape they were not looking at the immediate ancestor, but at a degenerated failure from their ancient stock.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S
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The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

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A PREVENTIVE OF MALARIA

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The infallible Insect Repeller.

Delicious Perfume. Perfectly Harmless.

PRICE 50 cts., \$1.00, \$2.50 PER BOTTLE.

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THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Works Office, 48, CONNELL ROAD CENTRAL, Hongkong. Telephone No. 450.
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Estimates furnished on application.

WONG PING WA, Manager

Hongkong, April 1, 1912.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

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No. 1 Dock, Kowloon	70'	12' 6"	12'	5'
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No. 3 Dock, Kowloon	70'	12' 6"	12'	5'
Patent Slip, No. 1, Kowloon	110'	12' 6"	12'	5'
Patent Slip, No. 2, Kowloon	110'	12' 6"	12'	5'
Y. L. DOCK				
Quayside Dock	140'	12' 6"	12'	5'
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Splits 70 Cts. "

A. S. WATSON & CO., LTD.,
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TELEPHONE No. 616.

To-day's Advertisements



NOTICE

IT IS HEREBY NOTIFIED that in consequence of the continued absence of rain in sufficient quantity to replenish the gravitation reservoirs, and one of the new pumping engines at Taitam Tuk being unavailable for service, it is necessary to curtail the supply of water to the Rider Main Districts.

On and after the 28th instant and until further notice, a supply to such Districts will be given by Public Fountains only.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, May 28, 1918.

KONINKLYKE PAKETVAART
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FOR SINGAPORE
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S.S. "Van OVERSTRATEN"
will leave for above Ports about 10th June. Cargo accepted for BELAWAN DELI (Sumatra) without transshipment. Excellent accommodation for First and Second Class Passengers.

For full particulars apply to
JAVA-CHINA JAPAN LUN,
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Hongkong, May 28, 1918.

A. TACK & Co.

A Consignment of
KODAKS AND FILMS
Just received by the
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THE CALENDAR.

MEMO. FOR TO-DAY
9.15—Frawley Co. at the Theatre
Play: "The Great Divide."

MEMO. FOR TO-MORROW
Hongkong Stock Exchange Settlement
Day.
9.15 p.m.—Frawley Co. at the Theatre.

GENERAL MEMORANDA.

THURSDAY, May 30—
Noon—Star Ferry Co. meeting.
FRIDAY, May 31—
5.30 p.m.—Extraordinary General
Meeting of Members of Hongkong
Club.

THE "CHINA MAIL."

NOTICE

Communications relating to news should be addressed to THE EDITOR.
Correspondence must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$30 per annum; per quarter and per month "pro rata."
The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged as the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 20 cts. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty-five cents each.

Advertisements and notices to be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Advertisements and notices to be sent to the Office, No. 5, Wyndham Street, not later than 1 p.m.

New advertisements should be sent in before 5 p.m.

Telephone Address "Mail" Hongkong, 604; A. G. P. Office, 616.

Printed by the "China Mail" Press.

The China Mail.

HONGKONG, TUESDAY, May 28, 1918.

THE NEW WORLD.

EVERYBODY realizes by now that Germany's purpose in embarking on the great war which has shaken the world to its foundations was one of naked aggression. The German Professor of Theology who told Professor SHUMKINSON of Oxford in 1907 that war between Germany and England was a necessity "because England had so much that it was absolutely necessary for Germany to possess in order to fulfill her role as a World State" was not expressing merely his own opinion, but what he probably knew to be the fixed policy of the German Government. When asked what possessions Germany desired, Professor TROELTSCH replied: "Ports and Colonies in many parts of the world. Australia, South Africa, Hongkong and India." Evidences of these desires have multiplied in the course of the war and they lead us to the firm conclusion that the peace settlement by which this war is terminated must make a policy of military aggression impossible afterwards for any nation, or it will have been fought in vain. This result can only be reached by the abandonment of its aspirations for world dominion, and that abandonment must be accompanied by the most complete international guarantees. The war has revealed so much of the deep-laid schemes of Germany for the conquest of the world that it is not surprising to see every other State in the world now considering what measures may be adopted in order to prevent plunder by the German by such means of "peaceful penetration," as investigations since the war have revealed to an amazed world. The League of Nations is no idle dream. It has become an imperative necessity for defence of Civilisation. We are living in a changed world. Not only have the future political and military relations of every individual country to the rest of the world to be clearly defined, but we shall also have to recognise that the day of individual efforts and purposes, as distinguished from co-operation and public service is over too. As we see it put in a speech delivered before an American Chamber of Commerce: "This war has established not only the interdependence of nations, but also the interdependence of individuals and classes within the nation. Common understanding, common and co-operation are surely to be the watchwords of the future." We all realise that the world cannot be the same after the war as it was before, but very few of us can estimate at present the great changes in the life of the world that this war has inaugurated.

The death is announced from St. Leonards of Mr. W. P. Craig, of the Hongkong and Shanghai Bank, who was stationed in Bangkok some years ago and who afterwards married the widow of Mr. P. Mackenzie Skinner (at one time editor of the *Hong Kong News*) and later a resident of Bangkok, where he was killed as a result of a law.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A party of members of the Japanese Diet on a voyage of pleasure are now in Hongkong. Some of them attended the Magistrate this morning and appeared to be much interested in the procedure of the Court.

This is from a Bangkok paper: "Some 200 men are reported to be leaving Hongkong to join up in response to the latest 'coming out' process. In many instances their places are being filled by Eurasians and in others by European ladies."

An order of the Governor in Council of the Straits Settlements prohibits any skilled artisan embarking at any port in the Colony for a place outside the Colony except with the written permission of the Colonial Secretary. The regulation does not apply to a person arriving from outside the Malay Peninsula for the purpose of embarking within it for some place outside the Colony.

Out of a total European population of some 7,000 when the war started, we calculate, says the *Times of Ceylon*, that well over 2,000 have gone to one or other of the war fronts. This record, adds the same paper, is unique for the Empire. The appeal of the Premier for further sacrifice of man-power from the outposts of Empire has not, however, fallen on deaf ears in Ceylon, and although there has not been time yet for action on the local Government's letter to take practical shape, the Colombo paper hears of numerous men booking their passages to go home by the first available opportunity.

The Education Department of Hongkong is to be congratulated upon the issue of a little book of War Stories, in English and Chinese. It has been published for use as a Reading-book in Schools. All statements regarding the war contained in the book have been carefully checked, "as it is not desired to fight Germany with her own weapons," says the Director in a short preface. This little book ought to have a very large sale throughout China, not only for use in the schools but for circulation among the thousands who have passed through schools. Anyone who desires to make the meaning of the war better known to the multitude in China would serve that purpose by putting copies of this little book into the hands of his servants, whether in the house or in the office. The stories are admirably compiled.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 25th May, is as follows:

	Receipts for week.	Aggregate Receipts for 21 weeks.
This year	13,732	\$80,949
Last year	13,318	\$75,366
Increase	1,518	5,583
Decrease		

COMMUNICABLE DISEASE.

The Return of cases of communicable diseases notified as occurring in the Colony of Hongkong during the week ended 25th May, shows the following:

	Cases.	Deaths.
Bubonic Plague	13	6
Diphtheria	4	3
Fever, Enteric	8	8
Fever, Puertal	1	1
Cerebro-spinal fever	28	23

All the cases were Chinese.

Two Canadian soldiers were talking. One said, "I hear the Australians were in Jerusalem on Christmas Day." To which the other replied, "Better the shepherds watched their flock that night."

A certain London bank not long ago added to its business a branch on the "savings bank" principle, and one morning a door-keeper Scott arrived there who, after depositing a shilling, inquired whether the establishment took care of parcels. "Oh, yes," said that obliging cashier, "we'll look after your parcel." A couple of days later the Scotsman returned. "I'll have my shilling," he said and this was duly handed over. "And my parcel." This too was given him. He caught the cashier's hand and shook it heartily. "I'm very grateful," he said, "your bank's saved me two days' cloakroom fee."

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as it is so often used against bowel complaints. It always cures promptly and no household is complete without it. It is sold by all Chemists and Druggists.

COMPANY MEETING.

THE INDO-CHINA STEAM NAVIGATION CO., LIMITED.

An extraordinary general meeting of the above Company was held, to-day, at noon, at the offices of the Company.

The Hon. Mr. D. Landale presided, and there were present:—The Hon. Sir Paul Chater, C.M.G., and Messrs. H. W. Looker, A. O. Lang, H. P. White (Directors), and Mr. R. Sutherland (Secretary) and the Hon. Mr. Ho Fook, Captain Lammert and Messrs. P. G. Potts, W. Logan, T. H. Bowker, P. Tester, A. Derby, A. B. Stewart, N. Mackintyre, R. E. McDougal, G. M. Shaw, R. M. Austin, E. C. Hall, A. C. Davison, E. Abrahams, S. C. Ismail, E. M. Raymond, I. E. Remedios, Lo Cheung Shiu, Li Yun Kan, J. Baptista, Ho Kai, S. E. de Luz, A. J. C. de Silva, A. M. de Silva, Lo Man Hing, Ho Shi Kiu, Hong Wong, P. M. N. de Silva and K. de C. Longmire.

THE CHAIRMAN said:—Gentlemen, this meeting has been called to obtain the sanction of Shareholders to the Agreement which was arrived at on April 6th between Mr. C. H. Ross, as representing the Company, and the Shipping Controller, on behalf of the Government. As you are no doubt aware, from the commencement of the war, certain of the Company's steamers were requisitioned by the Government and have been running as transports ever since. In a letter dated 5th May, 1917, the Government requisitioned all of the remaining sea-going vessels belonging to the Company and they have, since the 1st June last, been running on Government account. We have not protested against this arrangement because so long as the Defence of the Realm Act is in force we consider all the resources of the Company should be at the disposal of the Country; but the moment the Defence of the Realm Act is no longer necessary we shall leave no stone unturned to recover our steamers. The Agreement that has been arrived at, on the 6th April, is of a very complicated nature, as I have no doubt all of you who have perused the document entitled "the Heads of Arrangements" which has been on view in our office for some days, will agree. The negotiations leading up to this Agreement have been going on for many months past and from this you may realise the care that has been exercised on both sides. As from date of requisition, Charter hire will be paid by the Government at Blue Book rates, plus an allowance for running in Eastern waters, and this charter hire will be paid to us here in dollars, one half at the rate of the day on which it became due and one half at 2/6 to the dollar. I am satisfied that Mr. Ross has obtained for us the best terms possible; and although the negotiations, through no fault of the Company, have been unnecessarily protracted, we consider on the whole we have now been fairly dealt with by the Government. I strongly recommend you therefore to vote for the resolution. I may say that your Directors consider they have full powers to close this Agreement without an appeal to the shareholders, but as the issue was of such importance we have deemed it advisable to lay the matter before the shareholders. I now beg to propose:

"That Henry Kewick and Charles Henderson Ross be and they hereby are authorised to enter into an Agreement on behalf of the Company with the Shipping Controller and with such other Authority of H.M.'s Government as they think fit as to the conditions which in accordance with the general heads of arrangement arrived at by them with the Shipping Controller on the 6th April last shall, as from the 1st June 1917, govern the use, control or hire by H.M.'s Government of all or any ships or vessels belonging to or chartered by the Company (other than such ships or vessels as are or may be requisitioned under the ordinary system for full Government employment); and that, prior to any Agreement being entered into, they shall have full power to agree as they may think fit any modification or variation of such heads of arrangement and any details not embodied or not fully embodied thereby; and that they shall have full power to modify or vary at any time and from time to time as they may think fit the terms of any Agreement entered into by them under the authority of the resolution."

The motion was agreed to and the meeting terminated.

FOR THOSE IN PERIL.

The following letter from Lord Sydenham is taken from a recent issue of the *London Times*: "The following words of Byron have a deep and special significance at this moment of national trial, when all our hearts go out to our gallant men who are splendidly upholding the great cause."
"They never fail who die
In a great cause
Elapse, and others share as dark a doom
They but augment the deep and
aweeping thoughts
That overpower all others, and
collective
The world at last to Freedom."
"For the thousands who are now facing
evil and anxiety, their lives, and
thereby become for these words and
for the action as a whole inspiration."

THE MAGISTRACY.

OPIUM CASES.

A Chinese was charged with being in unlawful possession of 24 tael of prepared opium and four pounds of raw opium.

Defendant pleaded not guilty, stating that the opium belonged to friend who came with him on the same steamer from Singapore.

A fine of \$1,000 or four months' hard labour was imposed on the first charge and \$100 or one month's hard labour on the second charge.

A Chinese pleaded guilty when charged before Mr. E. D. C. Wolfe this morning, with being in unlawful possession of one tael three mace of opium cross.

It was stated that the defendant was arrested at the Hop Tak wharf, carrying two pots of the opium cross in his hand. He was searched and five more pots were found sewn on to his belt.

Inspector Kent said only 5 mace of opium cross was allowed per person.

His Worship fined the defendant \$100 or one month's hard labour.

A CHINESE ADMIRAL IN TROUBLE.

Liu Hoa Hong, an Admiral of Lung Chai Kwong's fleet, was charged on remand, before Mr. E. D. C. Wolfe this morning, with aiding and abetting an armed robbery at Wanchai recently.

Mr. E. J. Grist, who appeared for the defendant, applied for bail.

Inspector Sim said he had been instructed to suggest that substantial bail be fixed.

After some discussion the case was remanded until next week, bail being fixed at \$1,500 cash or real security.

DIDN'T KNOW THE LAW.

A woman was charged before Mr. J. R. Wood this morning, with attempting to export 13 silver dollars without a permit.

It was stated that the defendant was arrested at the Lee Kee wharf and informed the looking that she came to Hongkong for the purpose of collecting debts.

His Worship imposed a nominal fine of \$1 and advised the woman to change the dollars into bank notes.

IMPERSONATING A POLICEMAN.

A Chinese was charged before Mr. J. R. Wood this morning, with impersonating a policeman and with attempting to extort money from another Chinese.

It was stated that the complainant arrived from Canton on Monday with the intention of visiting some firms. On his arrival he purchased two pots of opium and then went to a boarding house where he commenced to smoke. Defendant came into the room, representing himself to be a police officer and charged the complainant with being in unlawful possession of the opium, threatening to put him under arrest if he "cumshaw" was forthcoming. Complainant demurred, saying he had no money. Defendant then took up the pots of opium and was walking with them when an alarm was raised and he was arrested.

Defendant pleaded not guilty stating that the complainant, who was an old friend of his, gave the opium to him. After further evidence, Mr. J. R. Wood sentenced the defendant to three months' hard labour.

FIRE AT A SHANGHAI GARAGE.

The Eastern Garage Co. on Soochow Road, Shanghai, was completely burned out on Monday night, only a shell standing. Two lives were lost, 21 motor cars destroyed and about as many more or less seriously damaged. Threatening as it did the Union Church and the Lyceum Theatre, the former being scorched and ablaze at one time, the fire was one of the most remarkable of recent years and one that entailed great loss.

The garage was erected only last year on the site of the old Fabrice factory, which had burned down some years ago, and was much under-insured, the insurance on the building being £10,000 and £10,000 on the contents, the latter covering cars on repair only; cars stored were not insured, except by owners, and it is impossible to state the amount of loss with any degree of accuracy. It is known that a number of the cars destroyed and damaged were uncovered by insurance, among them some that were quite new. There was a general rush of local car owners for insurance the next day and the various offices taking these risks did considerable extra business.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and always commendations and testimonials of the highest quality are for the great popularity. For all ailments, Chamberlain's Remedy is the best.

THE FRAWLEY COMPANY IN "CHEATING CHEATERS."

It was a good house which greeted the Frawley Co. last night at the beginning of the second week of their stay in the Colony. The piece "Cheating Cheaters," which they presented was a melodramatic comedy. Like so many of their plays last week it contained a large detective and "crook" element. In comparison with some of the former it was not so well-written but the company certainly made the most of it. The saving grace of the play and, we think, the thing which made it acceptable to last night's audience is the fact that the story is really quite amusing—amusing due to the fact that it is a highly improbable story, and from it a great deal of amusement was gained. The story is of two lurches of "crooks" (to use the Americans' words) only one bunch is headed by a lady detective who is out to capture all the rest. The part of the lady detective was played by Miss Browne-Decker and she shrouded her identity until the last act. Miss Decker's acting was such as her Hongkong audience has now learned to expect from her. She has during the last few nights played many parts, some of them differing from each other in the highest degree, but in all she has never failed to give a true representation of the character she was playing. She has looked, acted, and spoken her several parts, and this is eloquent testimony to her ability as an actress. Special mention ought to be made of Mr. W. H. Chaire who, as "Ira Lazarus," a Jewish crook, was highly amusing. In fact, in some ways it is not too much to say he was the saving of the piece. His impersonation of a Jewish character was amusing and clever. The love element in the piece was contributed by Miss Browne-Decker and Mr. Henry Mortimer. A little more affection both in voice and mannerisms would make the balance of the ladies' parts were ably filled by Miss Florence Chapman, Miss Anzoinetta Lloyd and Miss Valenside Sydney, while the other thieves were well portrayed by Messrs. Denniston, W. D. Howard, and Garry McGarry.

CONCRETE SHIPS IN THE PHILIPPINES.

The Manila *Examiner* says:—The plan of Director of Commerce and Communications James J. Rafferty for the construction of concrete ships in the Philippines is worthy of serious consideration. We would go further than Mr. Rafferty, who sees in the industry an opportunity for rehabilitating the inter-island fleet, and would suggest that if the construction of such vessels proves feasible here, steps might be taken to build larger ocean-going vessels to engage in the trans-Pacific trade and thus materially relieve the shortage of tonnage which has been such a handicap to Philippine commercial development since the beginning of the war.

It would seem that the principal difficulty to be encountered will be that of a lack of sufficient steel for reinforcement purposes. However, the ease of steel required can readily be imported from the United States and possibly from China. The proportion of steel needed is small and a single ship would probably suffice for many years. It is also pointed out by experts that no satisfactory sand has as yet been discovered here for large monolithic concrete construction. Still, it is hardly likely that the sand problem is insurmountable. The steel is yet been exhausted and we believe that a thorough survey by the Bureau of Science would disclose the proper material for mixing with the cement which is already being manufactured here.

A concrete shipbuilding plant requires but a very small outlay of capital. The plant for the construction of the *Envis* cost only \$15,000. No complicated machinery is needed and unskilled labour does most of the work. Here is a splendid opportunity for local capital. It is interesting to note in this connection that Manila was the birthplace of the concrete ship. Some four or five years ago a local resident by the name of Nick Fournier built a concrete barge on the Pasig which proved successful. Fournier went to his homeland, Norway, where he secured financial backing and built the first successful concrete sea-going vessel after plans devised in Manila. The *Envis* followed in the United States and thus the modern concrete shipbuilding industry was born.

SILK CULTURE IN THE PHILIPPINES.

Frequent successful experiments have been made by the Government of the Philippine Islands in the matter of silk production in the islands. Experts in silk culture believe that it might be built up to commercial importance if capitalists were disposed to undertake it. Heretofore no serious attempt has been made on the part of private enterprise to develop the industry, but recently a corporation has been formed for embarking in silk culture. Already it has made a promising start in a small way. The Languan Pungon Plantation Co., at Tanap Pungon of Ilocos Norte, has 15,000 mulberry trees of proper age for feeding silkworms. The start was made a short time ago with 20,000 worms, and arrangements were completed with the Bureau of Science of the Philippine Islands to obtain 30,000 eggs per month. Mulberry trees are being planted on a 1,000-acre tract which is adapted to such an enterprise. The plantation is in the charge of a Japanese silk-grower of experience. The output per month has been from fifteen to twenty kilos (33 to 44 pounds), which has sold for P.40 (\$20 per kilo 2.2 pounds) raw. This yield is obtained by one Filipino girl with one machine, the services of the girl costing \$6 per month.

MUSICAL PRISONERS.

ORIENTAL ATMOSPHERE AT THE OLD BAILEY.

An Oriental atmosphere pervaded Judge Renton's court at the Old Bailey, recently, when Chin Low (39), Chang Wan (36), Pau Yow (35) and Lam Chan (25) were charged with wounding Ny Fook in West India Dock-road. When they entered the dock the officials thought that they were singing, but it was only Pau Yow telling Lam Chan in musical language not to take up so much room. When asked to plead, all four said something which sounded like "cuckoo," but which the interpreter declared the judge meant "Not guilty."

Ny Fook told how Chin Low hit him with an iron bar, and Chang Wan did the same with an iron rod. Pau Chow followed up with a blow from a walking-stick and when he got up for the third time Lam Chan also hit him on the head with a knuckle-duster.

Ny Fook reconstructed his experiences, much to the court's amusement. "First I was like that, but when I was hit I was like that," he said blandly, and lay down in front of the dock. His further features consisted of a series of twists and twirls, which were watched closely by four pairs of almond eyes in the dock above.

HONGKONG POLICE REPLY.

Orders issued by Mr. F. C. Jenks, D.M.P. (R.).

SEARCH SUPERVISORS.

All Visiting and Warning Officers of the Squad will meet at Headquarters Office at 2 p.m. on Thursday, May 30th.

REVIEW REPLY.

Members of No. 1 Platoon who have not yet done so will draw rifles at Central Armory between 5.30 and 6 p.m. on Wednesday, May 29th.

PARADES.

Units will parade at Central Station at 5.45 p.m. Uniform, helmets and spikes.

Wednesday, May 29th.—No. 1 Squadron, Thursday, May 30th.—No. 3 Platoon, Friday, May 31st.—No. 2 Squadron, at Water Police Station.

JOHN

No. 1 Squadron—P.O. 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

TUESDAY, MAY 29, 1940

SHIPPING

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS,
— AND LONDON —
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TIAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer carry-
ing His Majesty's Mails will be
despatched from this port as usual taking
Passengers and Cargo for the above ports.
Passenger accommodation in the com-
modating vessel is secured before departure
from Hongkong.

Silk and Valuable Cargo for Italy,
France, and London (under arrangements
to be conveyed in this steamer
proceeding to Bombay and there-
upon shipped to the co-occurring steamer
for Marseilles and London.

Parcels will be received at this Office
until 3 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, sailing dates
etc. apply to

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship,
"KAMAKURA MARU,"
having arrived, Consignees of Cargo are
brought informed that their Goods are
being landed and placed at their risk in
the Godowns & Kowloon Wharfs and
Godowns, COMPANY'S GODOWNS at KOWLOON,
where each consignment will be sorted out
mark by mark and delivery can be
obtained as soon as the Goods are landed.
Optional Goods may be sorted on unless
instructions are given to the contrary be-
fore Noon, To-day.

Goods not cleared by the 3rd June
1918, will be subject to rent.

Damaged Packages must be left in the
Godowns for examination by the Con-
signees and the Co's Superintendents
at a specified time on **TUESDAY** and
WEDNESDAY. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the Goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, May 31, 1918. 469

The Chinese Mail

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.
ALS THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.
\$12.00 per ANNUM delivered in Hongkong
\$18.00 a all Coast Ports.
No. 5, WELINGTON STREET, HONGKONG.

AGENTS.

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 Russell Street, W.C. F. ALGAR, 11
 12 Clement's Lane, Lombard Street
 E.C. T. B. BROWNE & Co., Ltd.,
 163, Queen's Road, Victoria St.
 CLARKE, SON & PLATT, 85 Grosvenor
 church St., E.C. G. STREET & Co., Ltd.,
 80 Cornhill, GORDON & GOTCH, 15 &
 17, Bride St., E.C. ROBERT WILSON, 11
 Fleet Street, C. MITCHELL & Co., Snow
 Hill, HARBOR, VICTROL, E.C. D.
 KEYMER & Co., 3 Whitechapel Rd.,
 E.C. MAYER & CROWTHER, LTD., 1
 11-12, New Bridge St., E.C.

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PARIS AND EUROPE, MATTHEW FAIRBANKS
2 Co., 18 Rue de la Grange, Bailleul
Paris.

NEW YORK - T. B. BROWN, Ltd.
Cotton Hall, West 44th Street, New
York City.

SAN FRANCISCO and American Port
generally - BEAS & BLACK, Box Pro-
cessing.

FOOTHOW - BROOKLYN & Co.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND - GORDON & SPENCE, Mill
bourne and Sydney.

CEYLON - W. M. SMITH & Co., The
Apothecaries, Co., Colombo.

SINGAPORE, STRAITS, &c. - REED
& WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS - A. S. WATSON
& Co., Manila.

SHANGHAI - MESSRS. KELLY & WALSH,
Ltd.

TAPAN - MESSRS. KELLY & WALSH, Ltd.
Rode and Yokohama.

QUANTON - PATER & Co.

THE CHINA MAIL LTD.
A Wharf Street, Hongkong.

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& Co., Manila.

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Ltd.

TAPAN - Messrs. KILBY & WALSH, Ltd.
Rode and Yokohama.

QUANTON - PATER & Co.

THE CHINA MAIL LTD.
A Wharf Street, Hongkong.

THE CHINA MAIL, LTD.
1 Wyndham Street, Hongkong.

100

HONGKONG DEFENCE CORPS.

A lecture will be given by 2nd Lieut. Preece-Grove to officers, N.C.O.s, and men of the Corps at Headquarters on Friday, 31st instant, at 6 p.m. Subject, Experience on Service. Uniform need not be worn.

Orders for Artillery Company by Capt. J. H. W. Armstrong, V.D.

Light and Inf. Companies—Duty at Belcher's Battery as per roster and instructions posted in the Company's Office at Headquarters.

Orders for Engineer Company by Captain W. Russell.

24th to 31st May, 1918—

Parades as per rosters posted at Headquarters.

Engine Drivers at 6.30 p.m.

Electricians at 6.45 p.m.

Officers next for duty.

Belcher's, 2nd Lieut. Marley.

Townsend, 2nd Lieut. Templeton.

Stouffer's, Lieut. Stevenson.

INSTRUCTION FOR N.C.O.s AND MEN OF THE INFANTRY BATTALION ATTACHED FOR DUTY.

Class 1 at Belcher's at 8.30 p.m. on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/1) examination.

Class 2 at Belcher's at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s and men of higher ratings, under Staff Sergeants, Overland and Dawson, R.E., and Sergt. Day, H.K.D.C.

Class 3 at Lytton at 6.30 p.m. on Tuesdays and Fridays, under Staff Sergeants, Barby and White, R.E., and Sergt. Williams, H.K.D.C.

The office at Wellington Barracks having been vacated, all communications for O.C. Engineer Company should be addressed to Engineer Company Office, H.K.D.C. Headquarters.

Public telephone No. 2491 and Government telephone.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

"A" Company.

Wednesday, 28th May—

5.30 p.m.—N.C.O.s of Nos. 1, 2 and 4.

Platoon (as detailed by Platoon Commanders) at Headquarters.

T.E.T.

MACHINE-GUN COMPANY.

Wednesday, 28th May—

5.10 a.m.—Drill at Headquarters, Nos. 4 and 5 Guns only.

Thursday, 29th May—

5.10 p.m.—Drill at Headquarters. The following men only need attend—

Pics. Field, Irvine, Labrum, A. C. D. Logan, McKinnis and Stapleton.

Sunday, 31st June—

Inter-gun competition for Gascoigne Shield. Time and place will be notified later.

NOTED SECTION.

Thursday, 30th May—

5.30 p.m.—At Jockey Club Stables. Dress, drill order without rifles.

SIGNALING SECTION.

Friday, 31st May—

5.30 p.m.—Parade at Headquarters. Dress, clean fatigue.

Note.—Rifles (with bores free from oil) and sidearms are to be brought to the parade on 28th May.

SECRETARY.

Friday, May 31st—

5.30 p.m.—All units except "D" Company, under Murray Parade Ground, under Sergts. Osberry, Edmonds (Monday) and Meade (Friday). Dress, drill order.

Orders for Cadet Company by 2nd Lieut. J. E. W. Board.

PARADES.

Wednesday, 28th May—

Swimming. Fall in at Black Pier at 5 p.m.

OFFICING OF SALVAGE CAMP.

Saturday, 1st June—

Fall in at Headquarters at 1.30 p.m. The Company will then proceed to Sai Wan by car. No. 1 Section to stay the week-end.

Temperature.

Hongkong, May 28th, 1918.

Barometer—9 A.M. 29.64

Do 1 P.M. 29.64

Do 4 P.M. 29.64

Do 7 P.M. 29.64

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